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THE F-25 STANDARD

FROM THE CHAIRMAN

Shortly after ASTM Committee F25 on Shipbuilding and Marine Technology was first organized, I was serving as Chairman of Subcommittee F25.13 on Piping Systems. The Subcommittee was extremely active preparing a substantial number of draft standards on piping components. We were fortunate at that time in being subsidized through a Marad administered Federal Grant and having technical support provided by Bath Iron Works and NAVSEA engineering personnel.

As a result of this support and the extensive work contributed by the task group members, we were able to complete drafts of a dozen prospective standards relating to piping components and start them through the ASTM balloting process. As a new committee having a membership that was for the most part new to ASTM, the consensus balloting process was not well known nor understood by many of our subcommittee members, and this was to be our first experience with a subcommittee ballot.

Our first round of draft standards was sent out with ballots to the subcommittee membership. The responses from the voters were reviewed and it was found that one of our shipyard members' voting representative had returned a negative response on every single ballot. Following ASTM procedures, I telephoned the gentleman who returned the ballot, to inquire as to his reasoning and either convince him to withdraw the negatives or determine the possible revisions that would satisfy his concepts and requirements for each of the various draft standards.

His response to my question as to the reason for his negative was, "We have our own standards here. We don't need a new standard and we wouldn't use it."

Today, I believe everyone in the Marine Industry has a much broader view and understanding of Engineering Standards. We encounter negative votes, where the voter has a disagreement with the technical content, however a response, "we won't use it" is never heard.

But, we still have a problem, and that is when nothing is heard and there is no response to our ballots. The point I want to make is that if you receive a ballot, your vote is important and we need your response to each and every ballot that you receive. Under the consensus process a minimum percentage of ballots issued, must be returned for voting results to be valid.

The most common reason for failure to return a ballot seems to be because the voter is not interested or directly concerned with the subject matter of the standard. Whenever this is the base, the best response is an abstention vote which is counted as a valid ballot in determining the percentage of responses. An abstention vote can also be submitted with comments whenever the voter feels he is not sufficiently familiar with the topic area but wishes to comment on editorial issues or make other observations.

Would it be possible to have a 100% response on our next ballot? With just a little thought and special attention to that next ballot you receive, we could do it.

Hal Greiner

NEW SUBCOMMITTEE CHAIRMEN

ASTM Committee F25 on Ships and Marine Technology has two new Subcommittee Chairmen who will be with us during the forthcoming May committee week meetings in Seattle, Washington.

George Ponton, Marketing Manager for IMO and a long time active member of F25.11 Machinery Subcommittee, has taken over the position of Subcommittee Chairman for that subcommittee.

Alan Reoch, Supervisor of Engineering Standards at National Steel & Shipbuilding (NASSCO) has accepted the Chairman's position of Subcommittee F25.03 on Outfitting.

We extend our thanks and a warm welcome to George and Alan as they take on these responsible positions.

FROM THE SUBCOMMITTEES

CONVERSION OF MILITARY DOCUMENTS TO NGS (NON GOVERNMENT STANDARDS)

F25.02 is currently processing several Military Specifications and one Military Standard in several recently formed task groups. The objective is to convert these documents to ASTM standards to support an on-going effort at The Naval Sea Systems Command (NAVSEA).

F25.02 Task groups 1 and 2 are processing the document conversions. TG 1 is merging MIL-STD-769 "Thermal Insulation requirements for Machinery and Piping "into a US Navy annex to ASTM F683 "Practice for Selection and Application of Thermal Insulation for Machinery and Piping". The rationale for processing this military standard in this way was explained in a technical note.

> MIL STD 769 (MS769) is the single most important document used to establish thermal insulation guidance for piping systems on U.S. Navy ships and submarines. It references 22 Federal and Military Specifications and is the basis for all U.S. Navy combatant ships built since the 1950's. Many of these ships are still in service and depend on the military standard for maintenance and repair.
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> DOD requirements for technical products have been heavily skewed toward Military Specifications and Standards. In the past, Military Specifications were used exclusively although current trends involve using more ASTM and other NGS specifications.
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> Since MS769 consists of so many basic insulation specifications, converting it or incorporating it into an ASTM standard would be a significant achievement. As important as this step would be to begin implementing Public Law 104-113,"The National Technology Transfer and advancement Act of 1995" by converting military standards to commercial documents, the complete disappearance of MS769 would likely cause chaos at shipyards and repair facilities.
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> Considering these facts it would seem that a gradual transition of MS769 into F683 would benefit all concerned. One plan for merging the documents is to simply expand the U.S. Navy Annex portion of F683. This would allow major recognizable portions of MS769 to exist temporarily in the ASTM Standard for the benefit of the shipyards and repair facilities during new construction maintenance and repair. The remainder of F683 as it exists now (everything except the U.S. Navy Annex) would not be changed for the time being.

Once the new Annex is established and becomes useful for reference, MS769 disappears from the official documentation records and the remainder of the Military Specifications to ASTM specification conversion process can begin. Gradually, the insulation Military Specifications referenced in MIL-STD-769 will be converted to ASTM specifications and the U.S. Navy Annex will shrink and become less prominent. Eventually, the main portions of F683 will absorb the Annex and all the Military Specifications will be replaced.

Another Military Specification MIL-A-23054 "Acoustic Absorptive Board, Fibrous Glass Perforated Fibrous Glass Cloth Faced" will be converted to a stand alone ASTM Specification. This document is in the task group balloting phase and will be discussed in the May '99 Seattle meeting.

TG 2 is converting two Graphitic Packing specifications to ASTM Standards; MIL-P-24503 "Packing Material, Graphitic Corrugated Ribbon or Textured Tape and Preformed Ring" and MIL-P-24583 "Packing Material, Graphitic or Carbon Braided Yarn." This task group has met several times at and between regular ASTM meetings. Final drafts of the documents will be discussed in the May 1999 Seattle meeting.

ANNOUNCEMENT OF TWO NEW TASK GROUPS CALL FOR VOLUNTEERS

In addition, Vito Florimonte, subcommittee chairman, has announced the formation of two new task groups. These new groups will increase the number of task groups supported by F25.02 to four active groups. Volunteers are being recruited to participate in one of the new task groups (TG 4). Interest persons should contact the task group leaders in this text for more information.

Rupert Chandler of Hopeman Bros. Inc. is the task group leader for TG 3, which will develop an ASTM Standard for testing marine structural insulation when exposed to the high temperature, hydrocarbon time temperature curve. Other members of the task group are Jesse Beitel, Hughes Inc.; James Griffith, Southwest Research; Bill Brayman, Rockwell; and Tracy Flauss, Avondale Alliance. An initial draft should be written prior to the May ASTM meeting. If you would like to follow the progress of this standard, please contact Rupert Chandler at, HBMI, 435 Essex Ave., Waynesboro, VA 22980, telephone 540/949-9250.

Chris Armellini of the Defense Industrial Supply Center, DISC, is the task group leader for TG 4 which will develop ASTM replacement standards for two government specifications, MIL-P-16685, "Packing, Material and Packing Preformed (stuffing tube for electric cables) and MIL-P-70343, "Packing Fiberglass, Rope and Wick." Mr. Donald Monroe of SEPCO and Mr. Roberto Rodriguez of EMPAK MEX A.A. (Mexico) have volunteered for this task group. Other interested persons are asked to contact Mr. Armellini at DISC, 700 Robbins Avenue, Philadelphia, PA 19111; telephone 215/697-6661; Fax: 215/697-1081 or email "carmellini@disc.dla.mil."

EDITORS NOTE

A special thank you to Gene Henn and Vito Florimonte for their continuing support and for their understanding of the fact that only participation produces continued newsletters.

STANDARDS NEWS

DOD SHIFTS TO COMMERCIAL STANDARDS

The Department of Defense has been reforming the approach to the acquisition of weapons systems. The objectives of the reform have been to field high quality defense products quickly, support them responsively, lower the total ownership costs and to reduce the overhead cost of the acquisition and logistics infrastructure. This has brought about major changes to the technical standards used in acquiring Navy ships. Five years ago, the Navy acquired ships from private shipyards using a specification based on a body of about 25,000 technical standards published by government and non-government organizations. About 4,300 of these technical standards were developed and maintained by the Naval Sea Systems Command, primarily as detailed military specifications for unique Navy ship applications.

The current approach in the acquisition of Navy ships is to use as few as possible Department of Defense developed detailed standards. By October 1999, the Naval Sea Systems Command will have cancelled 38% of technical standards maintained five years ago. Another 20% of these standards will be retained in an inactive status only for use with maintenance of legacy systems in the Fleet and not for new acquisition. Nineteen percent of the standards will be converted to inherently military performance standards, vice detailed material standards. Thirteen percent will be retained as inherently military detailed standards, primarily because there currently isn't a commercial counterpart or there is a pressing need for commonality. Ten percent of these standards are already or will be converted to standards developed and published by non-government standards bodies such as ASTM. Some of these may require military supplements to meet special requirements on Navy ships. The Naval Sea Systems Command engineers have been participating on the technical panels of several dozen non-government standards bodies to ensure that the technical standards produced and our needs are compatible. The five largest are ASME, ASTM, American Welding Society, NEMA and SAE.

The Naval Sea Systems Command is also working with the National Ship Research Program to ensure compatibility between Navy and commercial practice where possible. The National Ship Research Program

involves nine of the largest shipyards in the country. If you have questions concerning this article please contact David White (email address: whitedd@navsea.navy.mil).

SEMINAR ON STANDARDIZATION AT LISBON TECHNICAL UNIVERSITY

The Portuguese sectorial body for shipbuilding standardization (AIM-Portuguese Association for Maritimes Industries) promoted last June, in cooperation with Lisbon Technical University, a seminar on the subject of standardization as strategic issue for business. The intent of this event was to draw the attention of the future naval engineers to the importance of the standards, namely the standards issued by ISO/TC8 for shipping and shipbuilding. The lectures were done by the Chairman of ISO/TC8 and current Vice Chairman of ASTM Committee F25, Capt. Charles Piersall and by the Chairman of the Danish TC for Shipbuilding, Mr. Van Dijk.

U.S. COAST GUARD ENCOURAGES THE USE OF ASTM STANDARDS IN THE CONSTRUCTION OF ITS NEW FLEET OF SHIPS AND OTHER EQUIPMENT

For several decades, the U.S. Coast Guard, in its role as a regulatory agency, has cited ASTM standards for engineering systems, fire protection and equipment for U.S. Flag commercial ships. Now faced with an aging fleet of Coast Guard ships, the Coast Guard is encouraging industry to use ASTM standards in the construction of the Coast Guard's new fleet of military ships and other equipment.

While the Coast Guard stands ready to face the challenges of its many ocean, or deepwater, roles; the greatest threat confronting them is the fact that the deepwater ships and aircraft required to carry out the deepwater missions are aging and technologically obsolete. Existing deepwater assets lack fundamental capabilities and technologies necessary for efficient and effective mission performance. Examples include inadequate ship speed, poor sensors and night operations capability, and limited interoperability between ships and aircaft.

In March 1998, the Coast Guard issued a Request for Proposal (RFP) for the preparation of an Integrated Deepwater System (IDS) concept of surface, air, command, control, communication, computers, intelligence surveillance and reconnaissance and logistic assets. This approach is a radical departure from normal government procurements. The Coast Guard has chosen to limit its involvement and place greater responsibility on industry teams.

At present, there are three industry teams competing on what is called the Deepwater Project. Design contracts have been awarded to Science Applications International Corporation, Lockheed Martin, and Avondale Industries, Inc. as prime contractors. Each industry team consists of a host of subcontractors that have expertise across the gamut of requirements.

A key goal of the Deepwater Program is to maximize operational effectiveness while minimizing life cycle costs. Reduced budgets limit the Coast Guard;s ability to acquire, operate and maintain assets of all types. Therefore, the industry teams must develop innovative cost reducing concepts that do not reduce operational effectiveness. The RFP encourages the adoptions of cost savings concepts such as the use of ASTM standards.

For the members of Committee F25 on Ships and Marine Technology, this is an affirmation of the importance of your voluntary efforts and personal sacrifice for your country as well as the international maritime community as a whole. In addition, it shows the potential for the companies and organizations that you represent to become a part of this major procurement. This potential includes profitable ventures as well as not for profit opportunities.

FROM AROUND THE INDUSTRY

WORLD MARITIME UNIVERSITY SELECTS CAPTAIN CHARLES PIERSALL AS VISITING PROFESSOR

The Rector of the World Maritime University (WMU), Dr. Karl Laubstein has selected Captain Charles Piersall as visiting professor to the prestigious international university located in Malmo, Sweden.

Captain Piersall will be lecturing on the strategic value of international maritime standards and the need

to manage the international standard to ensure a level financial playing field and a common good for all. Captain Piersall was selected on his superb credentials as noted in his curriculum vitae and his past chairmanship of ASTM Committee F25 on Ships and Marine Technology, as well as his current role as International Chairman, International Standards Organization Committee on Ships and Marine Technology (ISO/TC8)

The mission of the university is to serve the global maritime community as the International Maritime Organization (IMO) apex institution for high level post graduate maritime education and training in furtherance of IMO's aims and objectives.

The WMU is an institution which provides its students with privileged access to and understanding of the operation and decisions of IMO. Over 100 international experts and professionals, both resident staff and visiting staff, from around the world provide high-level technical education and training. The students are provided with direct and extensive access to the most modern technologies and methods in marine transportation and administration used in the industrial world. Indeed, WMU is at the center of a global network of maritime institutions, experts and practitioners.

The whole maritime community benefits from WMU. Shipping companies benefit from more effective, better trained staff, both in their own operations and in the organizations they do business with. Port operations become more efficient all over the world, helping shipping operators to save money and time by goods being delivered and received without delays. Governments benefit from having more effective staff, their countries become more attractive to do business with, and the taxpayer wins by cost and efficiency savings.

Captain Piersall's lectures will provide the university and its students with a valuable insight into the world of international standards. The WMU is most pleased to have Captain Piersall join its staff of professors.

IN MEMORIAM

It is with great sadness and regret that we report the death of F25 committee member Theodore "Ted" Krokus on January 19, 1999 at Inova Fairfax Hospital in Fairfax, Virginia.

Ted was a Naval Engineer with NAVSEA for 36 years, a member of ASTM Committee F25 on Ships and Marine Technology since its founding in 1970 and a long time member of the American Society of Naval Engineers. At the time of his passing, Ted was Chairman of Subcommittee F25.11 on Machinery after having served for a number of years as a very active Vice Chairman of this Subcommittee.

Ted was a friend to many F25 members and will be sorely missed. Our condolences are extended to his wife, Pat, and his family and friends.

STANDARDS DEVELOPER INFORMATION SITE (SDIS)

The ISO Central Secretariat has developed a public accessible website which comprises – as a single resource – all information and documents relevant for professional developers of ISO standards. The site contains basic reference documents and updated information on all ISO procedures for the development of ISO standards, rules for the drafting of standards and other practical and hands-on information. Electronic versions of all editions of the Technical Management Board Communiqué, including the current one, can be found there. The URL of the site is http://www.ISO.ch/sdis. To enter the site, click on "Log-in as guest" on the entry screen.

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